

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

64, QUEEN'S ROAD.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.

84, QUEEN'S ROAD CENTRAL.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(Or MITSUI & CO.)

HEAD OFFICE: 43, SAKAKOTO-CHO, TOKYO.
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Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shin-osaki, Moji, Wakamatsu,
Kurehara, Nagasaki, Kuchino, Sasebo, Misaki, Hakodate, Taipei, etc.

Telegraphic Address for all the Office: "MITSUI."

A.P.C. and A.I. Codes used.

CONTRACTS OF COAL to the Imperial Japanese Navy, Armies and Railway;
Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Yagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Fukuro, Hokoku, Ichimura, Kanada, Kishina, Mannoura, Onagura,
Otsubi, Tolumiyama, Tsukakura, Yoshimoto, Yoshino, Yunkibara, and other Coal
Mines.

N. INUZUKA, Manager.

Hongkong, August 1, 1901.



RAINIER BEER.

SOLE AGENTS: A. S. WATSON & CO., LIMITED
THE HONGKONG DISPENSARY.

KELLY & WALSH, LTD.

NEW BOOKS BY S.S. CORO-
MANDEL.

CLIMBING, by A. E. W. Mason ... \$1.50
CAPTAIN BLUNT, by Max Adams ... 1.50
Pamela's Experiences in England ... 1.50
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PRAYER BOOKS.

In all Sizes and Prices.

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LEVER WATCHES

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Best Value, compatible with Good Workmanship.
All Watches Guaranteed.

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Watches and Clocks repaired by Competent EUROPEAN EXPERTS.
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HAIR

THE VERY FINEST DRESSING.
SPECIALLY PREPARED AND DELICATELY PERFUMED.
RESTORES THE HAIR.
PROMOTES THE GROWTH.
ARRESTS THE FALL.
STRENGTHENS THE ROOTS.
REMOVES DANDRUFF.
ALWAYS ALL IRRITATION.

Full description and directions for use in 20 languages applied with every bottle.

1s. 2s. 6d., and (3 times 2s. 6d. size) 4s. 6d. per Bottle, from Druggists, etc., all over the world.

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Intimations.

THE DAIRY FARM COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Company's Office, No. 2, Albert Road, Victoria, in the Colony of Hongkong, on FRIDAY, the 10th day of January, 1902, at 4 p.m., when the following resolution which was passed at the Extraordinary General Meeting held on the 18th December, 1901, will be submitted for confirmation as a special resolution:—
"That the figures in Article No. 10, Clause 15 of the Articles of Association of the Company, be altered to read \$1,500 (Fifteen hundred dollars)."

By order of the Board of Directors.

R. P. MOFFITT,
Secretary.

Hongkong, December 24, 1901. 2640

THE CHINA PROVIDENT LOAN &
MORTGAGE COMPANY, LIMITED.

THE FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, No. 14 Des Voeux Road, Victoria, on WEDNESDAY, the 15th January, 1902, at Noon, for the purpose of receiving a statement of Accounts and the Report of the General Managers for the year ending 31st December 1901, declaring a dividend and electing a Consulting Committee and Auditors. The Transfer Books of the Company will be closed from 11th to 15th January, 1902, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, January 3, 1902. 37

THE WEST POINT BUILDING
COMPANY, LIMITED.

NOTICE is hereby given that the THIRTEENTH ORDINARY MEETING of Shareholders in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 23rd January, 1902, at 11.30 o'clock a.m. for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1901.

The Register of Shares of the Company will be closed from Tuesday, the 14th January, to Thursday, the 23rd January (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
The West Point Building Company, Limited.

Hongkong, January 6, 1902. 39

THE HONGKONG LAND INVEST-
MENT AND AGENCY COMPANY,
LIMITED.

NOTICE is hereby given that the FOURTEENTH ORDINARY MEETING of Shareholders in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 23rd January, 1902, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1901.

The Register of Shares will be closed from Tuesday, the 14th January, to Thursday, the 23rd January (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary.

Hongkong, January 6, 1902. 40

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m., every half hour.

SUNDAYS.

8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 30 minutes.
9.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 10 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 10 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 10 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 4.30 p.m. Every 10 minutes.
4.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 10 minutes.
5.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 6.30 p.m. Every 10 minutes.
6.30 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, 36 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, December 17, 1901. 1081

THE LEADING NEWSPAPER
IN SIAM

And widely circulated in Malaya, Ceylon, China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (20 pp.).

SUBSCRIPTION, DAILY (postage extra), do forward free locally \$2.50 per year.

WEEKLY, Post Free, \$20 a year.

ADVERTISING RATES. Per inch (3 lines), \$1.20, one insertion; \$2.50, three insertions; \$4 a week; \$8 a first month; subsequent months, \$4.

A UNIQUE FEATURE of the "Bangkok Times" is the Siam version. Thus the advertiser is enabled to talk as it were with the Siamese in their own tongue without knowing one word of it. The "Bangkok Times" doing the translations required.

Literary communications should be addressed to the Editor. Business communications to the Manager. Cheques and Post-Office Orders in favour of Manager, "Bangkok Times."

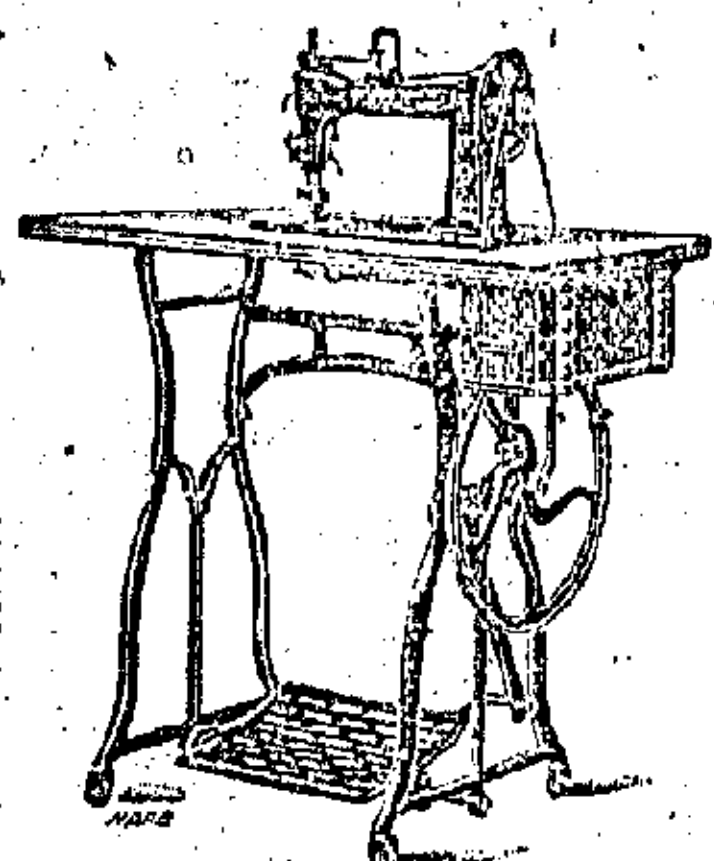
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The Full Details Printed in Pamphlet Form.

NOW READY.

Copies may be had at "CHINA MAIL" Office, Price 75 Cents each.

Intimations.

WHEELER & WILSON'S
SINGER'S MACHINES.

APPLY TO
DOOLITTLE & POLLOCK,
No. 2, WELLINGTON STREET.

SEND FOR CATALOGUES & LISTS.

2454

To Let.

TO LET.

BOARD AND LODGING FOR ONE OR TWO GENTLEMEN, at Kowloon.

Terms very moderate.

Apply by Letter to

"X. Y."

Care of "CHINA MAIL" Office.

Hongkong, January 8, 1902. 2644

TO LET.

DWELLING HOUSES, GODOWNS, OFFICES, etc. Owners of Property wishing to Let their Premises should communicate with the Undersigned.

S. A. SETH,
LAND AND ESTATE AGENT AND BROKER,
Top Floor, 37, Queen's Road Central.

Hongkong, December 18, 1901. 2589

TO LET.

NO. 2, ORMSBY TERRACE, from 1st February, 1902.

Apply to

PUN HUNG,

135, Queen's Road Central.

Hongkong, December 11, 1901. 2538

TO LET.

BELLEVUE, PEAK ROAD, from 1st January.

Apply to

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, December 4, 1901. 2482

TO LET.

NO. 1, STEWART TERRACE, The PEAK.

Apply to

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, July 16, 1901. 1478

TO LET.

GODOWN, No. 54, DUNDRELL STREET.

Apply to

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, July 4, 1901. 1399

TO LET.

HOUSES, in CLIFTON GARDENS, A HOUSE IN RIFON TERRACE.

"THE RETREAT," MOUNT KELLET.

GODOWNS at BLUE BUILDINGS.

HOUSES at CAUSEWAY BAY, FACING THE POLO GROUND.

Apply to

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, November 29, 1901. 2441

TO LET.

CRAIGMILL WEST, MAGAZINE GAP.

Apply to

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, January 6, 1901. 41

TO LET.

FROM the 1st of January, 1902, an OFFICE.

Apply to

NORDDEUTSCHER LLOYD,
Superintendent's Office,
3, Queen's Building, Top Floor.

Hongkong, December 14, 1901. 2546

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

BAIN & REID.

"CHINA MAIL" Office, Dec. 1900.

EAST PRAVA RECLAMATION
SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY THE HON. C. P. CHATER.

The Full Details Printed in Pamphlet Form.

NOW READY.

Copies may be had at "CHINA MAIL" Office, Price 75 Cents each.

Intimations.

THE
ANGLO-AMERICAN
STORES.

No. 1 WELLINGTON ST.

Under European Management.

HIGH-CLASS PROVISIONS.

For Sale.

FOR SALE.

HOUSES and LAND at the PEAK. For detailed Particulars.

Apply to

DENNIS & BOWLEY,
Solicitors, Supreme Court.

Hongkong, September 28, 1901. 2607

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on

FRIDAY,

the 10th instant, at 2.30 p.m., alongside QUEEN'S SLATRY WHARF,--

THE STEAM LACONCH

"TUNG FAT."

Built under Foreign superintendence; is certified to be in first-class order and condition. Only a few months out of the hands of Messrs. BAILEY & MURPHY, Engineers, &c., who have given her a thorough overhaul; is remodelled, &c., &c., &c., suitable for towing purposes and is fitted in European style.—Length, 63 feet; Beam, 11 feet 6 inches; Depth 6 feet 3 inches in centre.

The inspecting officer can be had on application to the undersigned.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, January 6, 1902. 42

GOVERNMENT NOTIFICATION.

No. 799.

THE following Particulars and Conditions of SALE OF CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 Years.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.Colonial Secretary's Office,
Hongkong, 28th December, 1901. 44

Particulars and Conditions of the Letting by Public Auction, to be held on

MONDAY, the 13th day of January, 1902, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 Years.

An extract:—

What I have undergone for the last twelve months in the house I lately occupied is beyond all imagination. What with fleas and other vermin, it was absolutely insufferable.

Upon this letter being sent up to Lord Palmerston for his perusal, his lordship wrote:—

"Living with his fleas can hardly be worse than reading his handwriting, which I cannot do. Let me have an abstract of what it is about."

He was quite as particular in the matter of punctuation. Here is a Minute written on a batch of letters sent to him for signature:—

"Write to the Stationary Office for a sufficient supply of Full Stops, Semi-colons, and Commas; but more especially Semi-colons, for the use of the copying clerks of the office; I furnish these things out of my own private stores when I have time to look over despatches for signature, but I am not always sufficiently at leisure to supply deficiencies."

P. 1/8/51.

A diffuse style irritated him. This was a comment on a Despatch by a Charge d'Affaires:—

"Mr B.—seems to think that Secretaries of State have nothing else to do but read his despatches, admire his long sentences, his multitude of words, and his never-ending remarks. It is highly desirable that he should be more pithy and concise."

His reprimands were, however, more often jocular than severe. "I desire that all pins in this office be immediately made over to the Female Branch of the Establishment" was a Minute on a batch of papers fastened together with a pin. In the Forties and Fifties the junior staff, at least, often had an easy time. One of the rooms in the attic, facing Downing-street, was called the "Nursery," and the young gentlemen provided themselves with a piano there, as well as foils, single-sticks, boxing-gloves, and the like. Even the senior clerks used occasionally to amuse themselves by peep-shooting, throwing water over organ-grinders, and drawing up baskets of sunbathers from street hawkers by strings of red tape. Not that Sir Edward regards the Foreign Office as a Department of idlers. He sends the imputation that the clerks, like the fountains in Trafalgar, play from ten to four. Still there do seem to have been some relaxations half a century ago, whatever it may be now:—

"Certain pretty dressmakers occupied rooms in one of the houses in Filders'-street, just opposite the windows of the rooms occupied by some of these same 'frivolous youths.' A mutual recognition generally took place every morning between some of them. In one of these rooms there used to be one gentleman with a round head and another with red hair, and should the former first open his window, the young ladies opposite, who generally worked with their windows open, would call out, 'Good morning, Turnips, how's Carrots?'; and should the latter be the first to appear, the salutation would be, 'Good morning Carrots, how's Turnips?'"

"One day the youths in the 'Nursery' arranged a looking-glass in their own room in such a manner as to throw the sun's rays straight into these young ladies' faces and on to their work, and as these little jokes were repeated on other days when the sun permitted, complaints were made against the practice, not, I believe, by the parties themselves, but by residents in the same street, who were annoyed at what they saw going on. The complaints were addressed to Lord Palmerston, who was then Foreign Secretary, and his Lordship thereupon wrote a minute, in which he inquired, 'Who are these unamiable youths who have been casting reflections upon young ladies opposite?' This was considered a very mild and jocular rebuke, and as an apology was at once offered and the practice discontinued, no further notice was taken of it."

An interesting chapter treats lightly and discursively of "Under Secretaries," and in this there is a good deal about Mr Edmund (afterwards Lord) Hammond, of whom, by the way, there is an excellent portrait. Mr Hammond served the Foreign Office on various Special Missions when quite a young man, and from 1830 to 1854 was head of the Eastern Department, which then included Persia, Turkey, and China. In the latter year he became Permanent Under Secretary, which post he held until 1873. He was a man of very strong character, and a great worker, but one day, having an attack of gout, he was taking things easily in an arm-chair before the fire in his room, and reading his newspaper. An officer in the Army requested a short interview, and was shown in while Mr Hammond was thus employed:—



DON'T PAY THE PRICE OF PURE BEER and not get it.



SCHLITZ BEER and common beer cost about the same.

Why should you not have the best?

Schlitz Beer costs twice the common kind to brew.

Why should you not have the benefit?

Schlitz Beer is pure and healthful; made of the costliest materials; brewed in absolute cleanliness; cooled in plate glass rooms; filtered, then sterilized after it is bottled and sealed.

Why pay the same for a beer that isn't?

Schlitz Beer is aged in refrigerating rooms for months before it is marketed. Does not ferment on your stomach like green beer or cause biliousness.

Why drink a beer that does?

There can be no impurity in clean beer; no microbes in sterilized beer; no headaches in aged beer. Schlitz beer has for 50 years been the standard of the world because of its healthfulness.

When you find this brand on the bottle you have the best beer money can buy.

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS,
66, QUEEN'S ROAD CENTRAL.

and unkind remark, and a severe blow to poor Mr. Hammond, who it was well known had always been one of the hardest-worked men in the Civil Service.

The messenger's leave was granted.

We wonder whether the cautious youth who figures in the following anecdote has reached the top of the ladder.

Within a month after Mr. Hammond had retired from the Foreign Office an incident occurred which caused him no little pain at the time. He called one day at the office, and entering the Turkey Department he inquired of a young gentleman, whom he found writing at a desk, when the next Queen's Messenger would leave for Constantinople. It so happened that this youthful diplomatist had only been appointed a few days, and feeling the position of "awful responsibility" in which he was placed, he simply gazed at Mr. Hammond and replied, "I don't know whether I am justified in telling you. Who are you?" This was a cruel blow to the distinguished old official. He left the room without saying another word, and hurrying into my room, he asked me if I could have believed it possible that, before he had left the office one month, some junior clerk should have asked him to his face, "Who are you?"

PROMPT ACTION

in dealing with what may be only a slight cough will often avert some more serious illness.

STEARNS' COUGH CURE

is just the thing for this, as it is always speedy and effective. Wholesale from A. S. Watson & Co., Ltd., Hongkong.

ADMINISTRATOR once asked an old man the way to a certain place. After he had directed him he said, "An' what for d'ye pretend to show folk the way to the other world when ye dinna ken yer ain road through this one?"

A GOOD COUGH MEDICINE

[From the Gazette, Townsville, Australia.]
I find Chamberlain's Cough Remedy is an excellent medicine. I have been suffering from a severe cough for the last two months, and it has effected a cure. I have great pleasure in recommending it. W. C. WATKINS. This is the opinion of one of our oldest and most respected residents, and has been voluntarily given in good faith that others may try the remedy and be benefited, as was Mr. Watkins. This remedy is sold by All Dealers; WATKINS Ltd., General Agents.

HEALTHY BREATHING.

The secret of breathing is to a great extent the secret of health, and all those who dwell in towns should therefore pay especial attention to the subject. Normal, unconscious breathing sustains life, but it does not thoroughly extend the lungs or oxygenate the blood. The lungs need to be bathed in air as does the body in water. To do this requires intelligence, forethought and conscious action.

Deep, voluntary, systematic breathing strengthens weak lungs and protects the strong. Quick and deep inspiration of fresh air warms the blood when chilled by standing in the open air. Inhalation always through the nostrils, so that the air may be warmed in the nasal passages and any impurities arrested there. Contagious diseases are comparatively unknown among those who breathe through the nostrils.

A distinguished physiologist asserts that "many people die for want of breath!"—adding: "It is their own carelessness alone that prevents them from breathing." Half breathing is half living. Many of us use only the upper half of the lungs when breathing. Sometimes this arises from want of thought upon the subject, sometimes from constricted clothing, which renders deep inspiration impossible.

To increase the lung power is to increase the life power. Deep breathing strengthens the entire muscular system. A full, slow inspiration of fresh air which penetrates the remote lung cells, and is held as long as possible, and then exhaled slowly through the parted lips, builds up cells that have partially contracted through lack of use; it not only increases lung capacity and enriches the blood, but has a decidedly beneficial effect upon the throat and local organs.

Moreover, none need plead that they have not the time to practice breathing properly, for even five minutes a day will do good.

Full length of a mile is usually determined in your own mind by the state of your legs.

Two gentlemen had attended a temperance meeting, and, returning home by a dark, narrow lane, had been thrown out of their conveyance. The incident was reported in the local paper, and the account closed with the words, "Fortunately, both were sober." The editor received an angry letter from one of the gentlemen concerned, with a request for an apology. He was equal to the occasion. "In our account of the accident to Messrs.," wrote the editor, "we stated that fortunately both men were sober. It appears this statement has given great offence. We therefore beg leave to withdraw it."

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Albatross	Despatch-vessel	1700	—	3000	Comdr. Seymour E. Erskine	Hongkong
*Albion	battleship, 1st class	12,500	16	13,500	Captain W. W. Hester, R.N.	Hongkong
Albatross	sloop	1050	—	1400	Commander Walter Carey	Newchwang
Amphitrite	battleship, 1st class	12,500	16	5000	Capt. Wm. Stokes Rees, C.B.	Hongkong
Argonaut	cruiser, 2nd class	4300	10	5000	Captain J. Startin	Shanghai
Aurora	cruiser, 1st class	11,000	16	18,000	Captain H. Cherry	Yokohama
Blenheim	cruiser, 2nd class	4300	10	9000	Captain C. J. Baker	Hongkong
Bramble	armoured cruiser, 1st class	5600	12	8500	Captain E. H. Bayly, C.B.	Hongkong
Brisk	cruiser, 1st class	9000	12	13,000	Captain F. H. Henderson	Hongkong
Britomart	gunboat, 1st class	710	6	1200	Lieut. Com. F. M. Locke	Singapore
Cressy	gunboat, 3rd class	170	6	1300	Comdr. E. H. Martin	Hongkong
Chorub	cruiser, 1st class	710	6	1300	Lt. Comdr. E. A. Baird	Hongkong
Daphne	gunboat, 1st class	12,000	14	21,000	Captain H. M. Tudor	Hongkong
Endymion	water tank and tug	390	—	300	Master T. Passmore	Hongkong
Essex	sloop	1140	8	2000	Comdr. W. G. Pakenham	Hongkong
Fama	cruiser, 2nd class	5600	11	9000	Captain R. H. S. Scobles	Chinkiang
Florida	cruiser, 1st class	7350	12	10,000	Captain W. A. Paget	Hongkong
Goliath	g-b. 3rd class coast defence	320	4	5700	Lieut. Com. Godfrey	Shanghai
Hardy	gunboat, 2nd class	455	4	950	Fleet Reserve	Hongkong
Hunter	battleship, 1st class	12,500	16	13,500	Lt. Com. G. B. Beatty-Pownall	Canton
Janus	torpedo boat destroyer	275	6	4000	Captain W. A. Carter	Hongkong
Kirishina	torpedo boat destroyer	275	6	4000	Captain Lewis Wintz	Wichaiwee
Kimber	torpedo boat destroyer	275	6	4000	Lieut. Com. G. C. Hardy	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Fleet Reserve	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Comdr. H. J. Davidson	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Fleet Reserve	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Lt. Comdr. G. B. Powell	Yangtze-Kiang
Kimber	torpedo boat destroyer	275	6	4000	Re-building	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Captain W. G. White	Amoy
Kimber	torpedo boat destroyer	275	6	4000	Captain J. H. T. Burke, C.B.	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Lt. Com. C. P. Mansel	Shanghai
Kimber	torpedo boat destroyer	275	6	4000	Commander W. H. Nicholson	Hankow
Kimber	torpedo boat destroyer	275	6	4000	Lt. Comdr. A. H. Oldham	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Capt. Harry C. Reynolds	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Lt. Com. Hector Watts-Jones	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Lt. Com. Morris H. Smyth	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Lt. Com. Charles F. Corbett	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Lieut. Com. G. G. Webster	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Comdr. C. A. W. Hamilton	Weihaiwei
Kimber	torpedo boat destroyer	275	6	4000	Lieut. Com. Murray Lockhart	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Lt. Comdr. R. W. Dalry	Hankow
Kimber	torpedo boat destroyer	275	6	4000	Fleet Reserve	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Fleet Reserve	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Captain F. G. Sturford	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Commander Francis Powell, C.B.	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Re-building	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Captain Percy Scott, C.B.	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Temporarily employed surveying	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Lieut. Com. W. O. Lys	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Lt. Com. C. Mackenzie, D.S.O.	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Fleet Reserve	Hongkong
Kimber	torpedo boat destroyer	275	6	4000	Lieut. Com. Hugh Somerville	Hankow
Kimber	torpedo boat destroyer	275	6	4000	Lieut. Com. Chilcott	Shanghai

* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.

** Flag of Rear-Admiral Harry T. Grenfell, C.M.G.

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The Physician's Care for Gout, Rheumatic Gout and Gravel; the safest and most gentle Medicine for Infants, Children, Delicate Females, and the Sufferers of Pregnancy.

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By G. TAYLOR, I. M. Customs.
With Woodcuts.
[Reprinted from the China Review.]
One of the Best Sketches of Formosa Life yet written.
Price \$1.00.
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Hongkong, September 16, 1901. 140

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A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

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A B O CODE, 4TH EDITION.

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All Kinds

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SILVERPLATED,

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CHINA WARES.

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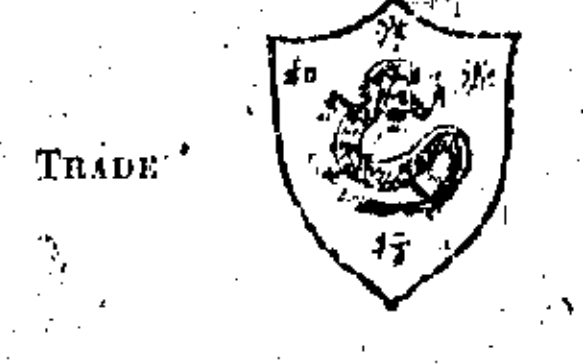
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DRY GINS

OF THE VERY FINEST

QUALITY.

\$7.00 per dozen.

SOLE AGENTS,

H. PRICE & CO.,

458, 12, Queen's Road.

MEMOS. FOR TOMORROW.

Auctions.

2.30 p.m.—Auction of Steam Launch

Tung Fat, by Messrs Hughes & Hough.

Meeting.

4 p.m.—Meeting of Shareholders of The

Dairy Farm Co., Ltd., at the Com-

pany's Office.

General Memoranda.

SATURDAY, January 11—

11 a.m.—Auction of Sundry Goods, at

Messrs Hughes and Hough's Sales

Rooms.

Transfer Books of The China Provident

Loan & Mortgage Co., Ltd., closed

from this date to the 16th Inst., in-

clusive.

SUNDAY, January 12—

Goods per *Cypriote* not cleared at 4

p.m. this date subject to rent.

MONDAY, January 13—

11 a.m.—Extraordinary Meeting of

Shareholders of The China & Manila

Steamship Co., Ltd., at the Company's

Office, No. 14, Des Voeux Road.

3 p.m.—Sale of Crown Land.

5.30 p.m.—Organ Recital, in St.

John's Cathedral.

TUESDAY, January 14—

9 p.m.—Meeting of Lodge St. John.

Extraordinary General Meeting of China

and Manila Steamship Company.

Register of Shares of The West Point

Building Co., Ltd., closed from this

date to the 23rd Inst., inclusive.

Register of Shares of The H.K. Land

Investment & Agency Co., Ltd., closed

from this date to the 23rd Inst., in-

clusive.



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SPECIALITIES FOR THE SEASON.

PORT & SHERRY,

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Connoisseurs.

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SCOTCH

WHISKY.

COGNAC BRANDY,

QUALITY GUARANTEED.

CLARETS,

IMPORTED FROM THE BEST

GROWERS, AND INCLUDING

WINES FROM THE MOST

CELEBRATED CHATEAUX.

CONFECTIONERY,

OF THE HIGHEST CLASS IN

GREAT VARIETY, IMPORTED

FROM THE LEADING LONDON

AND PARISIEN HOUSES.

CIGARS AND

CIGARETTES,

AND SMOKERS' REQUISITES,

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY,

BIRTH.

(On the 24th December, at Kobe, the wife

of J. GUGGENHEIM, of a Son.

DEATH.

At No. 75, Yokohama, on December 27,

ANNA DANIELSON, of Bremen, Germany;

aged 36 years.

The publication of this issue commenced

at 5.30 p.m.

The China Mail.

HONGKONG, THURSDAY, JANUARY 9, 1902.

LOCAL AND GENERAL.

Notes by the Way.

"Liberty Hall" is to be played by the

A.D.C. at Shanghai.

The English Mail of the 7th December

was delivered in London on the 4th Jan.

Lieutenant Tickle, of H.M.S. *Asura*

going to the East, Golden of the East

going to the *Asura*.

Mr F. Herb, trading under the name

of F. Herb and Co., 117, Settlement,

Yokohama, has been declared bankrupt.

The analysis report on the water supply

of the Colony for the past month shows

that it continues to be of "excellent"

quality.

Mr W. Stuart Harrison, local manager

of the Telephone Company, has been ad-

mitted an Associate Member of the In-

stitute of Civil Engineers.

The revenue of the Japan Railway

Company for the past half-year has reached

yen5,000,000. This is the largest amount

received in a half-year since the formation

of the company.

Five hundred pounds is a large sum for

a group of Peninsular decorations, but this

was Messrs. Spink's final bid on Dec. 4 at

Glenamoy's for the Gold Cross, awarded

to Col. J. P. Galiffe, C.B., 60th Foot, for

Vittoria, Nivelle, Orléans, and Toulouse;

the gold medal for Vittoria, the badge of the

Military Companion of the Order of the

Bath, &c.

Earthquakes in Japan.

According to the report of the Central

Meteorological Observatory of Japan, the

number of shocks of earthquake felt in Japan

in October was 138, out of which two were

more or less strong, 16 weak and 118 slight,

the daily average being 4.4. Compared,

however, with those which had taken place

in October of last year the report shows

that the figure has increased by 33 times.

Most of the shocks were felt at Kyushu,

and the least number in the northeastern

districts. In Osaka, or the central districts,

almost no shocks whatever were felt. Those

shocks felt in Tokyo were chiefly caused by

a depression of the sea-bed of the Pacific

or by a slip of the submarine strata forming

the bottom of the coast of Matsushima, while

those felt in the Tsugaru districts and along

the north-eastern coasts were due to the

undulations caused by shocks which had oc-

curred there the previous month.

Whale in the Harbour.

With reference to the paragraph which

appeared in last night's issue, a correspond-

ent writes to us:—"You apparently seem to

discredit 'the whole story' as I could see

from the paragraph in the *China Mail* last

night; but I assure you that the animal

jocularly described by you was nothing else

but a real live young whale. I first saw it

coming to surface at Jardine's No. 1 buoy

and then at Alfred Holt's buoy where the

Deusdalen was moored. It appeared to

cause great commotion on board that ves-

sel, coming up quite close and spouting a

spray of water over the vessel's bow. It

afterwards rose in the mer-of-war anchor-

age, blowing and spouting volumes of

water on the three occasions I saw it come

to the surface. The monster seemed to be

in a hurry. I don't think the shallow

water and the many strings of cables he

has to pass through agreed with him, as he

was probably used to freedom. It is fortunate

nothing collided with him, for if it had it

would have been "What ho!" It was

about forty feet in length, and of a grey

colour. We may add that our correspond-

ent knows a whale when he sees it, having

been accustomed to them from his youth up-

wards. His testimony is valuable as con-

firming the original story, which came

from a totally different source. It is by

no means unusual for whales to be seen in

these latitudes and the writer recollects

seeing two near Pedro Blanca in Decem-

ber, 1896, both heading north-west and

spouting at regular intervals; but he

wonders to think this the first occasion in the

recollec-tion of 'the oldest inhabitant' that

a live whale has been seen in Hongkong

Harbour. It is a wonder enterprising John

Chinaman allowed him to get off scot free.

MRS. WILLIAM D. Leeds, England:

I have recommended a Mr. H. to

write to you for a bottle of Stearns' Wine

of God, Liver Oil, and also a Miss R., for

my experience of the effects of it warrants,

if not necessitates, my suggestion to per-

sons who have 'run down' or show physi-

cal symptoms.

Wholesale from A. S. Watson & Co.,

Ltd., Hongkong.

LOCAL AND GENERAL.

Fighting in Formosa.

Serious fighting is reported from For-

mosa. On the 26th December, a body of

soldiers encountered seventy bandits at a

place called Tanwan-sho, and after severe

fighting, which lasted some ten hours,

about one-half of the bandits were killed.

In this affair, on the Japanese side, three

men were killed and three officers and eight

men were wounded.

Felo.

On Wednesday next, the 15th inst., a

team representing the Royal Navy will play

a polo match against the Club. It is pro-

bable that the teams will be—

ROYAL NAVY POLO CLUB

Mr. Lyon 1 Capt. Lalartoucha

Comdr. Phillimore 2 Lt. Lloyd

Lieut. Brierley 3 Lt. Col. Roe

Comdr. Orpen 4 Capt. Caserly

Play begins at 4 p.m.

Scotch Concert.

The Hongkong St. Andrew's Society is

to give a Scotch Concert in the City Hall

on Friday, the 23rd inst. (Burns' Night).

The soloists will be Mrs. A. G. Gordon, Mrs.

Mellie and Mrs. Wood, and Hon. H. W.

Trafuski and Mr. W. G. Worcester, and a

male-voice choir, under the conductorship

of Mr. A. G. Ward, will sing part songs. Mr.

C. H. Dale, R.W.F., will play a violin

solo; Mr. F. Pollella, H.M.S. *Engadina*, a'cello solo; and the Band of H.M.S. *Endy-*

mion will play selections of music. Details

of the programme will be announced later.

Seats may be booked at the Robinson Piano

Co.

The Imperial Entrance into Peking.

Owing to the fact that the Foreign

Ministers at Peking have given out their

desire to personally welcome back the Em-

peror upon his Majesty's return to his old

Capital, it is stated (says the Peking cor-

respondent of the *N. C. Daily News*) that

upon the advice of Prince Ching, the Em-

peror will enter Peking alone on the 7th

instant, while the Empress Dowager and

the Imperial Ancestral tablets and lares and

penates of the dynasty, such as have been

saved, will enter Peking on the afternoon

of the 11th instant. The Foreign Ministers

will welcome the Emperor at the Machipu

Terninus, outside the Yungting-gate of

Peking. [Our special telegram last night

stated that both the Emperor and the Em-

press Dowager had arrived at Peking.—

Ed. C.M.]

German Newspaper for Yokohama.

Arrangements have been made for the

early publication of a German newspaper at

Yokohama. It is hoped that the first num-

ber will appear on 1st March. The new

journal, which is to be a weekly, will be

called the *Deutscher Rundschau* (of Japan).

German Review of Japan—Captain Mal-

dung, a retired military officer, has been en-

gaged as editor. This gentleman has already

some experience in journalism having been

connected with the *Ostasiatische Lloyd*,

which paper he has lately represented in

Berlin. Captain Mal dung is expected to

embark for Japan early this month, if he is

not really left. *Deutsche Rundschau* is being

started by Mr. Schweitzer, a Berlin jour-

nalist, who was out here a few years ago and

who was mainly instrumental in starting the

Shanghai exponent of German opinion in

North China. As a statement has been

made suggestive of the existence of an anti-

English feeling on the part of the local

pledged supporters of the new enter-

RECREATION NOTES.

It is a far cry to the Regatta, but perhaps you may find room for a few notes on local rowing. The Regatta, after all, was a thorough success; and I think the Victoria Recreation Club Committee may congratulate themselves on having carried through the annual event in such a smooth and satisfactory manner. They were told that it was impossible for the V.R.C. to carry through the Regatta, and perhaps that is the reason why the Committee and the Club did so well. So far as the public attendance goes, the Regatta was lacking in interest; but so far as the rowing was concerned there was a healthy interest and a very large number of rowing men, and that, after all, is the main thing. The numbers competing point to a revival of interest in rowing as a form of outdoor sport and recreation. Co-operation of the Hongkong Boat Club was welcomed, and last additional test to several of the competitions; but even if the Boat Club had not been participating the V.R.C. could have put forward at least five crews for all the four events. I am as glad as anybody that the Boat Club pulled off the Challenge Race, and that that Club was so prominent in the International Race—the English, four, who won, being, to a man, members of the Boat Club. It must not be forgotten, however, that the successful stroke is also a member of the V.R.C. and a Hong Kong boy! Besides, the rivalry between the two Clubs was of the healthiest and pleasantest description; and I expect the Boat Club—which may hold a regatta on its own this spring—will give the members of the V.R.C. an opportunity of competing in one or two races. This will do a lot to help rowing in the Colony; but I hope that the Committees of the two Clubs will be able to arrive at a working arrangement whereby a joint Regatta may be held in future. This would reduce expense to Clubs and public, and would have the advantage of getting the rowing men of both Clubs into training simultaneously. I cannot close this note without referring to the work of Mr. F. W. White, Acting Hon. Secretary of the V.R.C., and Mr. C. H. Gale, Hon. Secretary of the Hongkong Boat Club, and I take this opportunity of congratulating them on the success which attended their efforts at the recent Regatta.

Local cricket is looking up. After the fever engendered by the Interport matches had worn off, there was a danger that the interest of cricket players would wane. But the contrary has been the result, and some good cricket has been seen on the Cricket Ground during the past few weeks. The Interport matches did not produce a single century, though one or two players got very near the coveted three figures; but since then no less than five centuries have been scored, the first by A. G. Ward, whose trip to the old country does not seem to have adversely affected his cricket. Mr. Franklin, R.N., Lieut. Moore, R.N., Lieut. Francis-Hayhurst, R.W.F., and Mr. T. Sercombe Smith—all excellent cricketers, who always "play the game"—were the other contributors. Mr. Sercombe Smith, as he is the President of the Hongkong C.C., being top-scorer with 135 not out. It was a source of general satisfaction to see Mr. Smith "coming off" as he has certainly done as much as anyone in Hongkong to promote the best interests of the Hongkong C.C. and to keep the ground old game of cricket in the forefront among local games.

A word may be said in favour of the continuance of the visits of Hongkong C.C. teams to the Happy Valley. I am informed that those matches are doing a lot of good to local cricket, and that, by and by, it may be possible to pick an Eleven from the Happy Valley clubs that will give the best team of the Hongkong C.C. a close game some day on their own ground. The Craigavon C.C. is going strong. It has a pavilion of its own at the back of the Sugar Works, and seems steadily established as the Far-east Club, whose members practice most assiduously at the upper end of the Valley. From the scores that are published from week to week, I assume that these Clubs have some players of natural merit, which might be "coached" into first-class form.

The football shield ties are now upon us, and interest increases as the competition progresses. The Hongkong F.C. have been very undecided about their team this season; but have now got something like a workable eleven. I hear they are not over-sanguine of their own success, but they must not be too modest. They have found a goalkeeper at last in C. T. Kew, and only want honest training and a fair amount of practice together to bring them through the earlier stages of the competition. The team of H.M.S. *Glory* have been "spotted" as likely finalists, whoever else may be in the last round.

SPECTATOR.

TO GET RID OF A TROUBLESOME CORN.

FIRST soak it in warm water to soften it, then pare it down as closely as possible without drawing the blood, and apply Chamberlain's Pain Balm twice daily, rubbing vigorously for five minutes at each application. A corn plaster should be worn for a few days to protect it from the shoe. As a general liniment for sprains, bruises, lameness and rheumatism, Pain Balm is unequalled. For sale by All Dealers; WATKINS Ltd., General Agents.

THE AUTHENTICITY OF THE TAO-TEH KING.

By Dr. Paul Carus.

The *Monist* for July 1901 discusses once more the above question, which is becoming almost as much of an endemite amongst us as the ancient squabble about *Shang Ti* and *Shen*. What the word *Monist* means I cannot discover in any English dictionary, but I presume it is up-to-date, and has a *Monist* element in its composition. The number for July 1901 contains a fair-minded paper by Dr. Paul Carus upon the *Authenticity of the Tao-teh King*; its object is to explain to Mr. Herbert Giles why the learned author had not thought of mentioning that somewhat combative Cambridge professor's views when himself venturing upon a translation of Lao-tz's celebrated work. It now appears, moreover, that Dr. Legge, von Strauss and Dr. Macgregor had all previously committed the same unaccountable error, Mr. T. W. Kingsmill alone amongst the "Theist" ones having based a theory upon Giles' translation. As we are told by Dr. Carus that by this last-named active-minded supporter of Giles' "the greater part of the ancient literature of China is condemned as forgeries," and that the same critic claims that "both the form and the doctrine" of the *Tao-teh King* are "falsely" and "nowhere" that "he alleges the text altogether it pleases him," we are not surprised to find Dr. Carus declaring that Mr. Kingsmill's work "reads sometimes as if it were written in the grim humour of Mark Twain," and that "Mr. Kingsmill goes so far in his assertion that his views need not be taken seriously." Indeed it is surprising (and only to be accounted for by the fact that Dr. Carus, living in Chicago, is unacquainted with the little personal acquaintance of the Far East) to find Mr. T. W. Kingsmill even mentioned in this connection at all; the exact measure of his Indian "cherries," as applied, for instance, to the *Shi-king*, was taken in the *China Review* (Vol. VII, pp. 33 and following) over twenty years ago. It would hardly be an exaggeration to "place" him as the popular but eccentric Derridore or as the denunciations and imaginative Francis Train of sociology—the apostle, in fact, of the guess-work or imaginary school; the dispenser of paper and mustard. Dr. Carus places the true issues very fairly: the more existence of Lao-tz is "sub-mythical"; if he existed, which is probable enough, it is doubtful whether he was, what he was, and whether age and the same man in the flesh corresponded to the several spiritual personages whose names are supposed to perpetuate him in the popular Chinese mind. This being so (and the greater part of the old Chinese literature having perished in the flames), it follows that to work now in our possession, even if proved to be genuine, can be certainly fathered upon a person whose very existence is under serious doubt. A *falsus* when (supposing such a work to have miraculously existed in its present form before the flames) we are all at sea as to how it escaped the flames; how many editions (if any) so escaped; and how much positive history is to be found pointing to the definite existence, at any one period, of specific editions. All this (I may inform the gladiators engaged in this mortal combat) is being slowly and gradually worked out by the insignificant personage who pines these lines, and the results will (if life lasts) be ultimately submitted to the public, humbling and special pleading being cast, like all questions of personal vanity, to the four winds.

Meanwhile, and pending the advent of this millennium, it is to be noticed that the right-minded persons above named all show a tendency to run off here and there at a tangent, and to attack each other upon by-issues which are not of the essence. For instance, Dr. Carus (p. 522) wonders why Mr. Kingsmill calls *道* *tao*, and not *dao*. Worthless though Mr. T. W. Kingsmill's "Chineseness" may in most other matters be, he is here quite right: *tao* was, and is, in several modern dialects, and also in dictionary theory, the correct form. Dr. Carus calls *道* an untranslatable particle (p. 384); the word may have several meanings, but it is here as translatable as the letter in the English words "road's direction." Giles makes sport of Balfour for ranking *affinity* the plural of *affinity*. The error is manifest; but it is of no essential importance to the matter discussed; moreover, there is always too much pedantic fuss made by the knowing ones about Latin quantities and terminations, and it is more advisable to attach more importance to a natural ship in a foreign tongue than to the numerous slips which we all make daily in our own tongue. Besides, the whole English pronunciation of Latin is absurd and impossible. If Mr. Giles wishes for perfect purity in all tongues, it can easily be shown to him that he is as shaky in Chinese rhymes, initials, finals, tones, and so on, as his worst enemy could possibly be in Latin. "Sir," the language is a dead one, and there's an end on't. Dr. Carus doubts how an adjective "good" can be twisted to mean "goodness" or "make good." Almost every noun or adjective in the Chinese language can be made a verb; thus — "one," means "unite"; and "two," means "alienate"; 先, "former," with a change of tone, means "proceed"; in fact, Dr. Carus himself quotes an excellent instance in the hands of the most unprofessional. A universal panacea for all mankind—Mrs. Mary R. Miley, M.D., Ph.D., Chicago, Ill. U. S. A. For sale by All Dealers; WATKINS Ltd., General Agents.

The fact is, Giles wrote his views about the *Tao-teh King* when his knowledge of Chinese literature was much slenderer than it is now; at that time, moreover, he had not matured into a professor, and was slandering about at everybody just out of mere *joie de vivre*. His views about Lao-tz were based upon incomplete information, and probably if he reconsidered them by the light of all the available first-hand evidence, he would voluntarily modify them: the worst thing a man with a reputation can do is to fight for an unsound case. "Views" upon matters not apparent to the common sense are always a favourite refuge with people who do not have to laboriously get up plain facts; hence we find Mr. T. W. Kingsmill figuring as an authority on the Book of Changes and on the Taoist classic (neither of which any sane Chinaman professes to understand properly), though we all (as we who are in it) know that Mr. Kingsmill can neither utter nor read either a Chinese or a Sanskrit sentence correctly. The true view to take of Lao-tz is this. Where he speaks plainly, there we understand him, and there we may ponder his words; there also it is interesting to trace the words back, and if possible, find out who wrote them first. Where Lao-tz does not speak intelligibly, then, if we cannot back books using similar words—there, I say, Lao-tz is either misquoted or talks twaddle, and it does not in the least matter what he *might* have meant, for any sane person can invent a construction at choice for himself. In our own Europe, for instance, we have the simple words: "this is my blood, &c. &c.," but we also have thousands of foolish persons squabbling as to whether four grown in England and grapes grown in France are or are not actually the same flesh and blood of a Teacher who died nearly 1900 years ago, or only so at the instant of consecration, or only so if faith is there. There is always an unlimited field for dispute when the matter disputed about is imaginary.

However, to return to our subject; Dr. Paul Carus puts his case fairly and reasonably: it is unnecessary for him to talk about that "great sinologue" in order to confute Giles or to state his views in more homely or acceptable form. There are no great sinologues yet, and of such as there are, Giles is by no means the "greatest" original work done; he is an excellent compiler of ready-made work; a very industrious man; a ready, sly writer but neither witty nor humorous; and it is good fun to chaff him; and there's no good to have Mr. Kingsmill trotted out as his "sinological" patron. The distance in Chinese matters between Giles and Kingsmill is as great as that in culture between Grotius and Paul Kruger. Mr. Kingsmill's personality allows him to play many antics with impunity. Giles' personality on the other hand provokes critics at times to give him all the praise he deserves.

E. H. PARKER.

ROYAL HONGKONG GOLF CLUB.

Captain's Cup and Silver Medal for January.

Bright cold weather was experienced during the meeting, and good entries for the Competitions resulted. The course was in good order, and although the greens were keen some very low scores were returned.

CAPTAIN'S CUP.	
Mr. Biddison Thornhill, R.A.	99 — 18 81
Mr. C. M. G. Burrie	82 — 1 82
Commr. H. J. Davidson, R.N.	95 — 13 82
Mr. F. J. Bideley	94 — 11 83
Mr. J. H. T. McMurtrie	86 — 2 88
Mr. T. S. Forrest	84 — 2 86
Commr. R. M. Ramsey, R.N.	95 — 11 84
Commr. Eskine, R.N.	104 — 16 88
Mr. C. H. P. Hay	108 — 18 90
Mr. W. W. Clark	101 — 9 92

18 holes.	
Mr. T. S. Forrest	78 + 2 80
Mr. W. W. Clark	89 — 10 80
Mr. Biddison Thornhill, R.A.	99 — 18 81
Mr. C. M. G. Burrie	82 — 1 82
Commr. H. J. Davidson, R.N.	95 — 13 82
Mr. J. H. T. McMurtrie	86 — 2 88
Mr. T. S. Forrest	84 — 2 86
Commr. R. M. Ramsey, R.N.	95 — 11 84
Commr. Eskine, R.N.	104 — 16 88
Mr. C. H. P. Hay	108 — 18 90
Mr. W. W. Clark	101 — 9 92

The Quarterly Meeting for the McEwen Cup, etc., will be held from Friday, 10th, to Monday, 13th January, when it is to be hoped a good field will turn out.

First Stranger (at the ball). There goes the Countess Mallow. They say she married a poor stick. Second Stranger: "Indeed! Well, I'm the stick." Then I owe you an apology. But I assure you I only repeated what everybody else was saying.

Employer: "If we are to retain your services, Mr. Lambton, you must take considerably more care of your appearance. You look as if you hadn't shaved for a week." Clerk: "But, sir, I'm growing a beard." Employer: "That's no excuse. You must do that sort of thing out of business hours."

A Judge, in crossing the Channel one stormy night, hooked against a well-known lawyer, who was suffering terribly from sea sickness. "Can I do anything for you?" said the Judge. "Yes," gasped the sea-sick lawyer, "I wish your Lordship would ever rule this motion."

COUGHS AND COLDS IN CHILDREN.

RECOMMENDATION OF A WELL-KNOWN CHICAGO PHYSICIAN.

I use and prescribe Chamberlain's Cough Remedy for almost all obstinate, common coughs, with direct results. I prescribe to children of all ages. Am glad to recommend it to all in need and seeking relief from colds and coughs and bronchial affections. It is non-narcotic and safe in the hands of the most unprofessional. A universal panacea for all mankind—Mrs. Mary R. Miley, M.D., Ph.D., Chicago, Ill. U. S. A. For sale by All Dealers; WATKINS Ltd., General Agents.

FOOTBALL.

H.M.S. *Orlando* v. 34th Co., R.A. Yesterday afternoon, teams representing H.M.S. *Orlando* and the 34th Company R.A. met on the ground of the Hongkong Football Club at Happy Valley in the first round of the Challenge Shield Competition. There was a large following of the respective sides present to give encouragement to their favourites. From what has been seen of the teams about this season, it can be said that they will figure prominently in the Shield ties that are to come, for though the *Orlando* was decidedly lucky in pulling through their tie yesterday, they have some good football in the team, and if training is "gone in for" should go well up in the competition. So far, no team has displayed the high standard of football that carried the *Seize Train* to the top of the tree last season. The following were the teams:—

H.M.S. *Orlando*—Thomas; Bingham and Stanley; Rooney, Crossman, and Arnold; Dent, Higgins, Biggan, M'Intosh, and Kipling. 34th Company R.A.—Rhodes; Anderson and Woods; Fanna, Henderson, and Burn; Lieut. Griffiths, Captain Chapman, Allan, Meggs, and Brown. The Artillerymen kicked off toward the west goal, and had the play confined to their opponents' end during the opening passages, Chapman scoring an offside goal. A grand centre by the same player was blocked almost on the goal-line, and then the right wing of the *Orlando* sent the ball beautifully up the field and centred in a grand shot, which Rhodes neatly punted down the field. Weight and height told greatly against the sailors, even though they brought more science into their movements. The Artillerymen of the Artillerymen was exceptional, and had they used any calculation at all they would easily have "won the day." Chapman and Griffiths were always prominent in leading the attack, but their shooting was "dead off." After some open play, the left wing of the *Orlando* got away, and sent in a beautiful centre. Kipling, on the spot, and banged into the net, giving the goalkeeper no chance to save. The Artillerymen pressed thereafter, but could not control the ball on the fast ground. Half-time: *Orlando*, 1 goal, 34th Company 0.

The players fell to the lot of "The lively little lads in Navy blue" (they happened to be wearing green shirts on this occasion) at the beginning of the second half, but they were badly placed, and nothing came of them. Each goal in turn narrow escapes of the Artillerymen, the backs sent in a beautiful centre. Kipling, on the spot, and banged into the net, giving the goalkeeper no chance to save. The Artillerymen pressed thereafter, but could not control the ball on the fast ground. Half-time: *Orlando*, 1 goal, 34th Company 0.

The backs, left half, and right wing were always prominent for the winners, and played sound football. The Artillerymen were to be sympathized with, for they really had luck. Their play looked method nevertheless.

NAVAL NEEDS.

The Navy League is working for the creation and maintenance of a Fleet for Great Britain, of which there shall be no doubt or suspicion as to its ability to contend successfully against a combination of any two other Powers.

Such a result would secure us from invasion, preserve our Colonies, and prevent any serious loss of commerce. To achieve this we must be able to confront the enemy's superiority in their numbers of fleet, then if they come out. This necessitates an offensive policy.

To carry out such a policy successfully, and maintain adequate squadrons of the enemy's coast, we must have a considerable number of battleships in our fleet. For present, coal, oil, etc., France and Russia will have—when their present shipbuilding programmes are completed—71 battleships and effective coast-defence ironclads.

To enable such a force to its own ports or to sea if it comes out, would demand the employment of 90 battleships. We have only 60 capable of such service, and of these 10 are armed with muzzle-loading guns. We require, therefore, 21 more battleships.

Individually, larger vessels will not compensate for insufficient numbers; a 15,000-ton British battleship has not a more powerful armament than a 13,000-ton French or Russian ship. Nor can we count upon reinforcing our line of battle when war commences by laying down and rapidly completing new battleships as we did in the past. The old ones could be built and sent to sea within twelve months. The modern ironclad requires from two to three years.

Nor can we hope to add many captures to our own side as of old, for the next war will probably see few battleships taken. If not sunk, any captured will not probably be serviceable during the war. Lastly, the battleship cannot be improvised from our Mercantile Marine. We must enter upon war with our margin of superiority assured at the outset.

If our 90 battleships are divided into squadrons of varying strength according to the service allotted to them, we may assume they should have attached for scouting and despatch duties at least 50 cruisers. For guarding ocean routes and protecting commerce a high authority has said we should require 186 cruisers—total 236. Our present programme will provide us with 160, and, allowing that these could be supplemented by 30 fast vessels from the Mercantile Marine, it follows that we require 46 more cruisers to preserve our commerce.

TORPEDO-BOAT DESTROYERS. The destroyer has been devised to meet the torpedo boat, and France and Russia, 200 torpedo boats, to which we should add 150 destroyers. Our present programme provides for 120. We therefore require 30 more of a type suitable for service in the Atlantic, Mediterranean, or Baltic.

MARKING. The increase in the standing force of seamen and marines during the last ten years is such that with the reserves we should be able to commission all effective ships at the outbreak of war. Our remaining reserve is, however, insufficient to replace casualties, and maintain a supply of seamen during hostilities. It is desirable therefore that the Reserve should be largely increased, utilising all the resources of the Empire.—*Navy League Journal*.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship, *HAICHING*, Captain DAVIS, will be despatched for the above Port on TO-MORROW, 10th Inst., at daylight. For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers, Hongkong, January 9, 1902. 57

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.), SEATTLE AND TACOMA (WASH.), VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA. THE Steamship, *KINTOKU*, Tons 4446, Commander G. W. Loxe, will be despatched as above TO-MORROW, 10th Inst. For rates of Freight and further Particulars, apply to DODWELL & Co., Ltd., Agents, Hongkong, January 9, 1902. 58

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship, *YUENSANG*, Captain ROTER, will be despatched as above on MONDAY, 13th Inst., at 4 p.m. This Steamer has superior Accommodation for First-class Passengers, is fitted throughout with Electric Light, and carries a doctor. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, January 9, 1902. 59

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI. (Taking Cargo in through rates to Tientsin, Chefoo, Hankow, and Port Arthur.) THE Steamship, *LOONGMOON*, Capt. SCHULZ, will be despatched for the above Port on TUESDAY, 14th Inst., at 3 p.m. This Steamer has superior Accommodation for First and Second class Passengers. For Freight or Passage, apply to SIEMSEN & Co., Agents, Hongkong, January 9, 1902. 56

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES. STEAMSHIP *GLENOCLE*. FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI. THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for quantities shipped, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. DODWELL & Co., Ltd., Agents, Hongkong, January 9, 1902. 53

BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *LOWTHER CASTLE*. FROM NEW YORK, STRAITS AND MANILA. CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims against the Steamer must be presented to the Underwriter on or before the 15th Inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th Inst., at 3 p.m. No Fire Insurance will be effected by us in any case. However, if the Goods are damaged by fire, a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival, after which no Claims will be recognized. Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY. DODWELL & Co., Ltd., Agents, Hongkong, January 9, 1902. 55

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS. THE Company's Steamship, *Kintoku*, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th Inst., at Noon, will be subject to rent. No Fire Insurance will be effected by us in any case. However, if the Goods are damaged by fire, a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival, after which no Claims will be recognized. Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY. DODWELL & Co., Ltd., Agents, Hongkong, January 9, 1902. 55

THE UNITED STATES AND CHINA JAPAN S.S. LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship, *INDRANI*, Captain HILL, will be despatched as above on or about 2nd February. For Freight, apply to JARDINE, MATHESON & Co., Agents, Hongkong, January 9, 1902. 59

Entertainment.

Organ Recital.

WILL BE GIVEN BY

Mr. A. G. WARD,

IN ST. JOHN'S CATHEDRAL.

on MONDAY, 13th Jan., at 5.30 p.m.

Vocalist—Mrs. D. E. BROWN.

Collection will be made in aid of the Choir Fund. Hongkong, January 8, 1902. 48

To-day's Advertisements.

TO LET.

FURNISHED SITTING and TWO BEDROOMS, with Kitchen, PANTRY and BATHROOMS. Pleasant View and Healthy. Apply to "N." Care of "CHINA MAIL" Office, Hongkong, January 9, 1902. 60

WANTED, ABOUT MARCH.

MARRIED COUPLE or SINGLE LADY to SHARE FOUR-ROOMED HOUSE in Kowloon with other Lady. Good Situation. Particulars from "A. B. C." "CHINA MAIL" Office, Hongkong, January 9, 1902. 61

HONGKONG ST. ANDREW'S SOCIETY.

Scotch Concert.

THEATRE ROYAL.

SATURDAY, 25th Jan., at 9 p.m.

BOOKING AT ROBINSON'S.

Hongkong, January 9, 1902. 62

BOARD AND RESIDENCE.

TANG YUEN.

MACDONNELL ROAD, from 15th January. Large, Airy, and Well-furnished Rooms. Uninterrupted View of Harbour. Apply on Premises or FAIRALL & Co., Queen's Road, Hongkong, January 9, 1902. 59

FOUND.

IN a Chinese Village near Hongkong, LOST a COLLAR DOG. Owner can have same by giving description and paying expenses. Apply "M." Care of "CHINA MAIL" Office, Hongkong, January 9, 1902. 63

LODGE ST. JOHN.

No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the Freemasons' Hall, Zealand Street, on MONDAY, the 12th Instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, January 9, 1901. 64

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship, *DIAMANTE*, Captain J. RATERBURG, will be despatched for the above Port on SATURDAY, the 11th Inst., at Noon. The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, January 9, 1902. 62

HONGKONG VOLUNTEER CORPS.

GENERAL.

AMBULANCE CLASS.

A COURSE OF LECTURES and DEMONSTRATIONS on Ambulance and First Aid to the Wounded will be given by SURGEON CAPTAIN F. O. STODOLSKY, at the VOLUNTEER HEAD QUARTERS, the Club will meet twice a week, on TUESDAY and THURSDAY Evenings, at 5.30 p.m., commencing on TUESDAY, the 21st January, 1902.

Those wishing to join must give their names to the Corps' Secretaries before JANUARY 15th. Persons who are not Volunteers are admissible. The course and subsequent examination (if passed) entitle the Candidate to the Certificate of the St. John Ambulance Association. Those joining the Class and intending to enter for the St. John Ambulance Certificate must pay a fee of 82. The Course is otherwise free.

By Order, (84) ARTHUR CHAPMAN, Major, for Adjutant H.K.V. Corps, Hongkong, January 9, 1902. 66

PUBLIC AUCTION.

THE undersigned has received instructions from the Official Administrator to Sell by PUBLIC AUCTION, For Account of the Estates of the late T. Jacob, W. D. Richards, E. Aldridge, G. Howard, Dallo and Fatty Din.

on SATURDAY,

the 11th January, at 11 a.m., at the Sales Rooms, 20, Des Voeux Road.

SUNDRY GOODS AND EFFECTS.

Comprising—TRAVELLING BAGS and TRUNKS, CLOTHING, BOOKS, &c., &c. Also 3 WATCHES and CHAINS.

TERMS: As usual. HUGHES & HOUGH, Auctioneers, Hongkong, January 9, 1902. 67

PIANO -

PLAYING -

EXTRAORDINARY

The Whole Range of MUSIC:

CLASSICAL, OPERATIC, POPULAR, DANCE. Placed within the Ability of Everybody by Our Piano Players.

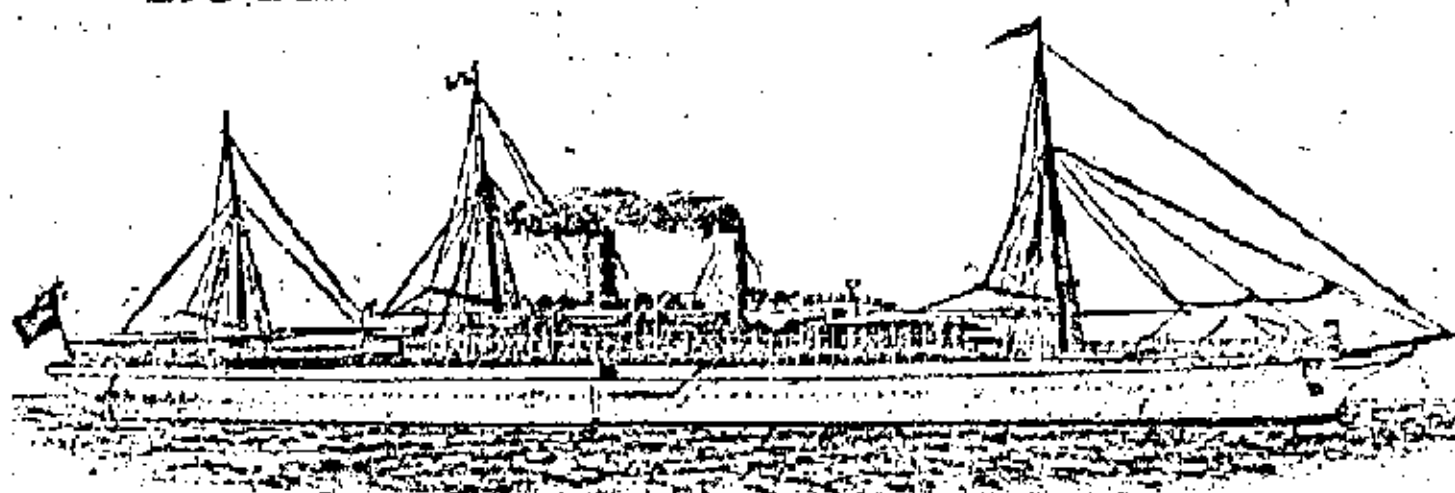
They play any Music with absolute Correctness, but leave the expression entirely to the taste of the Performer.

RECITALS DAILY.

PROGRAMME THIS WEEK:

OVERTURE, "Poet and Peasant," *Symphony* SOLO, Song Without Words, *Mendelssohn* SELECTION, "Bells of New York," *Wagner* VALSE, Op. 18, *Chopin* MARCH, "Tannhauser," *Wagner* SOLO, "Narcissus," *Nicci* SELECTION, "Ranway Girl," *Wagner* OVERTURE, "Tannhauser," *Wagner* LANCERS, *Mikado*, *Sullivan* FANTASIE, *Pastor*, *List*

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—8,000 Tons—10,000 Horse Power—Speed 19 knots.
Sailing 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R. ...WEDNESDAY, 15th Jan./1902
TARTAR, 1450 Tons...Comdr. E. BECHAM, R.N.R. ...WEDNESDAY, 23rd Jan./1902
EMERALD OF INDIA...Comdr. O. P. MAISHALL, R.N.R. ...WEDNESDAY, 12th Feb./1902
ATHLETIC, 1882 Tons...Comdr. H. MOWAT ...WEDNESDAY, 26th Feb./1902
EMPRESS OF JAPAN...Comdr. H. PETER, R.N.R. ...WEDNESDAY, 12th Mar./1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO
VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the
Trans-Pacific journey, and make connection at Vancouver with the
PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY,
which leave daily and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. (Close connection is made at Montreal,
Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which
passengers to Great Britain and the Continent are given choice of.)

Passengers booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL
STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS
TRANS-CONTINENTAL TRAINS (the Company having received the highest award
for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT
MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS AND MOUNTAIN HOUSES of this route are owned and
operated by the Company, and their appointments and Cuisine are unequalled.

Special Extra Service.

The Company's Extra Steamships "ATHLETIC" and "TARTAR" have now been
placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as
additional sailings.
In addition to the excellent First Saloon Passenger accommodation, the
"ATHLETIC" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific,
and also Storage. The "TARTAR" takes First Class and Steerage Passengers only.
The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.
For further information, Maps, Guides, Booklets, Rates of Freight and Passage,
apply to

D. E. BROWN, General Agent,
FREDERICK STREET, HONGKONG, December 19, 1901. 1112

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, GÖTEBOR, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
LEVANT; BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR HAVRE, ROTTERDAM AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Seeadler*,
Capt. MAISEN, 11th January, at 4 p.m. Freight.

FOR HAVRE, BREMEN AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.

S.S. *Sarnia*,
Capt. SCHMIDT, 28th January, 1902 Freight.

FOR HAVRE, BREMEN AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Andria*,
Capt. DUCKSTEIN, 12th February, 1902 Freight.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.

S.S. *C. Ferd. Louis*,
Capt. I. PIES, 26th February, 1902 Freight.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Andalusia*,
Capt. EHLERS, 15th March, 1902 Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE

1509

Queen's Buildings, No. 1.



TOYO KISEN KAISHA

(Oriental S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA
IN 48 HOURS.

THE Company's Well-known Steamship

ROSETTA MARU, 3876 Tons.

Captain TATE, having been placed on the above service, will be despatched hence
for MANILA, on or about THURSDAY, the 14th January.
Magnificent Accommodation. Excellent Table. Comfortable Cabins. Unrivaled
Speed. Electric Light.

For Freight and Passage, apply to

MITSUI BUSSAN KAISHA,
AGENTS.

No. 6, Ice House Street, corner of Des Vaux Road, 1st Floor.

Hongkong, January 6, 1902. 2633

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

KANAGAWA MARU, J. MACKENZIE, MARSEILLES, LONDON, and ANTWERP, Via Singapore, Pen-
ang, Colombo and Port Said. FRIDAY, 10th
Jan., at daylight.

KINSHU MARU, P. L. PYNE, VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOJI,
KOBE and YOKOHAMA. MONDAY, 13th
Jan., at 4 p.m.

TAMBA MARU, J. W. WALK, KOBE and YOKOHAMA. FRIDAY, 17th
Jan., at Daylight.

KASUGA MARU, E. FRANK, NAGASAKI, KOBE AND YOKOHAMA. FRIDAY, 17th
Jan., at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in
the United States, Canada and Europe, in connection with the GREAT NORTHERN RAIL-
WAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Com-
pany's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, January 4, 1902. 779

Shipping.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: Also
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SINGAPORE AND GIBRALTAR TO LAND
PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Sailing Dates.

PRINZ HEINRICH * ... WEDNESDAY, 22nd January.

PREUSSEN * ... WEDNESDAY, 29th February.

HAMBURG * ... WEDNESDAY, 19th February.

SACHSEN * ... WEDNESDAY, 26th March.

KLATTSCHOU * ... WEDNESDAY, 19th March.

BAYERN * ... WEDNESDAY, 26th April.

STUTTGART * ... WEDNESDAY, 16th April.

KÖNIG ALBERT ... WEDNESDAY, 30th April.

PRINZESS IRINE ... WEDNESDAY, 14th May.

PRINZ HEINRICH ... WEDNESDAY, 11th June.

PREUSSEN ... WEDNESDAY, 26th June.

HAMBURG * ... WEDNESDAY, 26th June.

* Calling at Amsterdam. * Steamers of the Hamburg Amerika Linie.

ON WEDNESDAY, the 22nd day of January, 1902, at Noon, the Steamship
PRINZ HEINRICH, of the Norddeutscher Lloyd, Captain R. HEINZ, with
MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above,
Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 21st January, Cargo
and Specie will be received on Board until 5 p.m. on Tuesday, the 21st January, and
Parcels will be received at the Agency's Office until Noon on Tuesday, the 21st January.

Contents of Packages are required. No Parcel Receipts will be signed for less than
\$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to
Melchers & Co., Agents.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. Proposed Sailing.

Olympic ... 2837 J. Truebridge ... Jan. 13, 1902

Oregon ... 3750 F. Frakes ... Feb. 7, 1902

Oregon ... 3821 J. S. Cox ... Feb. 22, 1902

Tacoma ... 2811 A. Dixon ... Mar. 8, 1902

THE attention of passengers is directed to the very cheap rates offered by this Line
to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the
UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.
Excellent accommodation. First class Table. Doctor and Stewardesses carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL
LINES.

HONGKONG TO NEW YORK, £48.
The Railroad travelling is second to none on the American Continent; two trans-
continental trains daily from TACOMA. Dining Car is attached to trans-continental trains
day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky
and Cascade Mountains. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, £35.
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA,
TACOMA to DEFA and ST. MICHAEL.

Rates of Passage to other Points on application.
Special rates allowed to members of Government Service.
For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, January 3, 1902. 422

CHINA NAVIGATION CO., LIMITED.

FOR AMOY AND SHANGHAI. STEAMER TO SAIL

AMOI AND SHANGHAI ... 10th January.

CEBU AND ILOILO ... 11th January.

SHANGHAI ... 15th January.

KOBE ... 17th January.

MANILA ... 17th January.

PORT DARWIN, THURSDAY ... 17th January.

ISLAND OF GUANO ... 17th January.

TOWNSVILLE, BESSANE ... 17th January.

SYDNEY & MELBOURNE ... 17th January.

MANILA ... 21st January.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. A duly qualified
Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, January 7, 1902. 75

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR STEAMER LEAVING

TAMUI, Via SWATOW AND AMOI, DAIGI MARU, T. KIKAWA, SUNDAY, 12th
January.

FOOCHOW, Via SWATOW AND AMOI, ANPIN MARU, K. SCHWARTZ, WEDNESDAY, 15th
January.

The Co.'s new Steamers are specially designed for the coast trade of South
China and Formosa, and are fitted with all modern improvements. Excellent accom-
modation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection
by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises
at Tamui to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage and further information apply to

The MITSUI BUSSAN KAISHA, AGENTS.

Hongkong, January 8, 1902. 2579

OCEAN STEAMSHIP COMPANY

FROM OUTWARDS. STEAMERS. PER.

GLASGOW AND LIVERPOOL...TANTALUS ... 18th January.

GLASGOW AND LIVERPOOL...AJAX ... 22nd January.

GLASGOW AND LIVERPOOL...PERMUS ... 31st January.

S.S. "MEMNON" from GLASGOW & LIVERPOOL has arrived and will leave
for SHANGHAI & JAPAN on 10th Inst.

FOR STEAMERS TO SAIL

LIVERPOOL DIRECT, (Taking Cargo at London Rates), PATROCLES ... 22nd January, 1902.

LONDON, PERMUS ... 21st January, 1902.

LIVERPOOL DIRECT, (Taking Cargo at London Rates), STENTOR ... 4th February, 1902.

LONDON, TANTALUS ... 18th February, 1902.

LONDON, PERMUS ... 18th February, 1902.

LONDON, AJAX ... 4th March, 1902.

For Freight, apply to

Hongkong, January 9, 1901. BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

2492

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES

named— STEAMSHIP CAPTAIN DATE.

Y.M.A. Via SHAL, MOJI & KOBE, Bance + ... E. P. MARTIN, R.N.R. ... About 16th Jan.

LONDON, &c. ... Bengal + ... A. L. VALENTINI ... Noon, 18th Jan.

SHANGHAI ... Penang + ... R. T. COOK, R.N.R. ... About 18th Jan.

LONDON ... Malacca + ... E. G. ANDREW ... Noon, 25th Jan.

SINGAPORE and BOMBAY ... Nankin + ... C. J. BENTON, R.N.R. ... About 27th Jan.

PASSENGER SEASON 1902.

MARSHALLS, PLYMOUTH and LON. ... Oriental ... 2284 Tons. ... 29th March.

DON Direct without Transshipment ... Malta ... 5964 ... 12th April.

* See Special Advertisement.

For Freight only.

For Freight or passage, and further Particulars, apply to

E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, January 7, 1902. 26

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR

PORTLAND, OREGON, OREGON RAILROAD & NAVIGATION CO.

Operating in CONNECTION WITH

STEAMSHIP TONS CAPTAIN HONGKONG.

INDRAPURA ... 4,899 A. E. Hollingsworth ... January 20, 1902

KNIGHT COMPANION ... 4,111 C. E. Freggatt, R.N.R. ... February 20, 1902

INDRAPURA ... 4,899 W. E. Craven, R.N.R. ... March 16, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

ALLAN CAMERON, General Agent.

Hongkong, 8th January, 1902. 2

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship AIRLIE, Captain ST. JOHN GEORGE, will be despatched as above on SATURDAY, the 11th January, 1902, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the OCEAN NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, January 8, 1902. 2355

FOR KOBE (DIRECT).

THE Steamship FUKUI MARU, Captain ITO, will be despatched for the above port on or about SATURDAY, the 11th Inst.

For Freight and further information, apply to

DODWELL & Co., Ltd., Agents.

Hongkong, January 8, 1902. 51

NOTICE.

MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, PATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 13th January, 1902, at 1 p.m., the Company's Steamship INDUS, Capt. DUCHATEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for Marseilles via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be received for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 4 p.m. on the 12th January, 1902 (Parcels are not to be sent on board; they must be left as the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, December 31, 1901. 2674

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship CALVITA, Captain MARGHERITA, will leave for the

